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NASA Administrator to be Featured at Banquet

At an invitation from Senator Max Baucus, Dan Goldin, Administrator of NASA will be the keynote speaker at the Montana Aviation Conference banquet Saturday, February 27 at the Ramada Copper King Inn at Butte.

Daniel S. Goldin became the ninth NASA Administrator in April 1992 and immediately began to earn his reputation as an agent of change in bringing reform and revitalization to America's space agency.

Goldin's first initiative was to bring NASA's budget process under control. He created a series of management teams to find ways to operate programs faster, better and cheaper without compromising safety.

As the budgetary reforms evolved, NASA was able to remove a major financial impediment from its path. By the time President Clinton's Fiscal Year 1994 budget was submitted to the Congress in April 1993, NASA's five-year spending plan was reduced by \$15 billion, the equivalent of an entire year's funding. Since that time, NASA has reduced its long-range spending plans by almost \$30 billion.

The budgetary reforms streamlined major programs, while some of the savings were reinvested in improvements to NASA's science and planetary exploration missions. Under Goldin, the Discovery Program, an entirely new class of planetary probes, was inaugurated. The goal of the program is to reduce development time to less than three years, and mission costs to less than \$150 million.

During the same period, Goldin launched a series of procurement and management reforms to make the Agency more businesslike. He simplified and expedited procedures for awarding contracts, instituted a "yellow light" system that triggers stringent internal reviews even at the threat of cost over-

runs, expanded contracting opportunities for small and disadvantaged businesses, and set up independent panels to insure that cost and schedule estimates are as accurate as possible.

Under the leadership of President Clinton and Vice President Gore, Goldin also moved boldly to promote significant new cooperative endeavors with the Russian Space Agency. He speaks movingly of one of his first meetings with his Russian counterpart, Yuri Koptev, the head of the Russian Space Agency. "Both of us spent many years working on high-tech devices that were used in the Cold War. There we sat, two former Cold Warriors, and we agreed that times had changed, and that a new era of peace and cooperation between our two countries was possible on the space frontier. It was an unforgettable moment."

Today, Russia is a full partner in the International Space Station program, a move that enable the project to be completed sooner and at less cost to the American taxpayer.

Another major challenge for Goldin was the redesign of the Space Station program at the direction of President Clinton. The challenge was to significantly cut costs without sacrificing meaningful science or technology development capability for the orbital laboratory. Goldin formed a redesign team in 1993 which worked intensively to identify a series of less expensive options for the Clinton Administration to consider. The President chose a derivative of the old Space Station Freedom design in June 1993 and restated his strong support for the project. Overall, Goldin's team cut the life cycle costs of the space station by \$15 billion.

In 1993, with Space Station redesign issues still being resolved, the program was approved by a one-vote margin in the House



of Representatives. In the summer of 1994, with the improved design and the addition of Russia as a full partner, the project passed by a 123-vote margin in the House, one of the most remarkable political turnarounds in recent memory.

Goldin's reforms weren't limited to the Agency's space agenda. Early in his administration, he identified the environmental monitoring to be done through NASA's Earth Science as one of the Agency's most important programs.

He also spearheaded President Clinton's revitalization of NASA's aeronautics program as one of his top priorities. A critical industry for American, aeronautics is responsible for almost a million high-tech jobs. To help the industry regain its competitive manufacturing edge, Goldin has worked intensively to form a consensus for a national aeronautics agenda.

continued pg. 3

Administrator's Column

CONDOLENCES: On behalf of the Aeronautics Board, Aeronautics Division, and Montana's aviation industry I would like to extend sincere condolences to Tuck Barrett for the loss of his wife Ann. As you may know Ann has been in poor health for several years.

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CHANGES IN FAA TICKET PROGRAM:

FAA Administrator Jane Garvey briefed aviation industry leaders on a new "process" which will be implemented June 1, 1999. The newly unveiled Streamlined Administrative Action Plan will speed up administrative actions but will scrap the "on-the-spot" ticketing by FAA inspectors. The new process will apply only to minor administrative actions but not enforcement actions and is intended to resolve most issues in about seven days instead of the average of 75 days it now takes. Industry leaders are guardedly showing some degree of optimism but are reserving final acceptance until they can study details. The original proposal drew sharp criticism from all segments of the aviation industry, fearing that it would increase the number of administrative actions and provided no recourse for appeal. Under the new proposal, inspectors will inform violators of a "minor non-compliance," fill out a form with necessary information, and conduct a check of the certificate holder's compliance history. The inspector then will enter the information into FAA's legal and flight standards databases and, if appropriate, generate a warning letter of an administrative action. The violator then would have seven days to respond to the notice with additional compliance information before the administrative action becomes final. Aircraft Owners and Pilots Association (AOPA) President Phil Boyer stated "it looks like FAA designed something that the industry can accept", however, was not commenting beyond that until they further studied the new program. Boyer continued "The devil may be in the details". National Air Transportation Association (NATA) President Jim Coyne said "while we are guardedly optimistic about the FAA's revised program, the association must review the details" to determine how it will effect its members. "It's evident the FAA Administrator took the aviation industry concerns seriously, making necessary changes to the prior initiative" - "Eliminating the confrontational approach that seemed to be emphasized under the previous program was an essential step."

Garvey stated "The FAA is using a common sense approach to reduce paperwork so we can focus our resources on critical safety issues". "We addressed the aviation community's concerns and have developed a policy that does away with on-the-spot actions and benefits everyone."

→ → → → → → → → → → → → → → →

Y2K CONCERNS SAFETY:

The Federal Communications Commission (FCC) recently hosted a forum in Washington, D.C., to examine ways in which Year 2000 related computer problems might disrupt antenna lighting. The forum was attended by representatives from the communications, electric power and aviation industries. Marty Shuey, Aircraft Owners and Pilots Association (AOPA) Vice President for air traffic control told the FCC that many tower lighting systems are monitored by computers" and there are concerns over any kind of a "glitch" that would prevent the computer from alerting a human about a lighting failure. That proper lighting is critical to air safety and this is why towers along air routes must be conspicuously painted and/or strobe lighted. Shuey told the broadcasters that it is critical to immediately notify the nearest FAA Flight Service Station (FSS) of any power outages so that the FSS can issue



Pictured above is Katrina Wahl's 2nd place entry in the 1998 Aviation Awareness Art Contest. Katrina is a 10th grader from Natanya Home School in Cut Bank. See page 4 for further information on this years Art Contest!



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Goldin continued....

The President's plan proposes to increase investment and technical progress in general aviation, subsonic transports, supersonic and hypersonic flight technology, and to revitalize again research facilities such as wind tunnels.

Goldin also put in place a series of internal review teams to exhaustively prepare for the Space Shuttle mission in December 1993 to repair the Hubble Space Telescope. The repair work was a brilliant success, and only a few months later, the telescope provided the most convincing evidence yet of the existence of black holes and the formation of planets around distant stars.

Before coming to NASA, Goldin was Vice President and General Manager of the TRW Space & Technology Group in Redondo Beach, California. During a 25-year career at TRW, he successfully managed his development and production of advanced spacecraft, technologies and space science instruments.

Goldin began his career as a research scientist at NASA's Lewis Research Center in Cleveland in 1962, and worked on electric propulsion systems for human interplanetary travel.

He was born in New York City on July 23, 1940. He received a Bachelor of Science degree in mechanical engineering in 1962 from the City College of New York. He is married to the former Judith Linda Kramer of New York City. They have two daughters, Ariel and Laura, who reside in California.

Make plans now to attend the conference banquet and hear Dan Goldin, NASA Administrator speak.

Many thanks to Senator Baucus for securing the highest ranking official in the country's space program to appear at the 15th annual Montana Aviation Conference.

Conference Plans Shape Up

The 1999 Montana Aviation Conference is being held February 25- 27, 1999 at the Ramada Copper King Inn in Butte. The sponsors of this year's conference, the Montana Airport Managers Association, the Montana Pilots Association, the Montana Antique Aircraft Association and the Montana Aeronautics Division are working extremely hard to ensure an educational, entertaining schedule for the three-day event.

The program will offer a varied program of interest to all aviators and non-aviators. The Montana Aeronautics Board will conduct a Listening Session and FAA staff from the region and local office will hold an Open Forum.

Aviation products and services will be displayed in the exhibit area. Companies from all over the county have reserved booth space for the trade show.

A special spouse/guest program is on tap for Friday. Folks will be treated to a special tour of historical Butte. Students are encouraged to attend an aviation aerospace career session on Friday. Help spread the word to our youth who have an interest in aviation.

Friday night will feature an early Saint Patrick's Day Party. Dublin Gulch, Butte's own Irish band will perform. An Irish buffet dinner and green beer will be served. Be sure to wear your GREEN for this fun-filled celebration.

Registration fees are \$35 for an individual and \$45 for a family. This allows entrance into all sessions and includes drink tickets to a hospitality hour and luncheon on Friday.

Meal tickets are separate from the registration with the exception of the Friday luncheon and must be reserved no later than 48 hours in advance of each meal. Tickets for the kick-off luncheon must be reserved through pre-registration.

Again this year, the TAKEOFF TO LANDING PACKAGE is offered. Pay one price to attend all conference functions at a reduced rate.

Rooms for the conference have been blocked at the Ramada Copper King (800) 332-8600 at the rate of \$60 single/double; \$70 triple/quad; and at the Comfort Inn (800) 442-4667 at the rate of \$45; and at the Super 8 (406)494-6000 at a 10% discount from their published rate. The Comfort Inn and Super 8 are about a 5 minute drive from the Ramada Copper King. Transportation between the hotels will be offered. Be sure and tell the motel when making reservations that you are affiliated with the Montana Aviation Conference.

Book your room today!!! Butte is the site of the boy's state basketball tournament this same weekend.

Register for the conference by completing the registration form inside the newsletter. We look forward to seeing you in Butte.

Calendar

February 5 - 6 - Flight Instructor Refresher Clinic, Helena.

February 25 - 27 - Montana Aviation Conference, Copper King Inn, Butte.

March 13 - 14 - Air Fare and Exposition, Fairbanks, AK.

March 18 - 20 - 10th Annual International Women in Aviation Conference, Radisson Twin Towers Hotel, Orlando, FL (937)839-4647.

April 11 - 17 - 25th Annual Sun 'n Fun Fly-In and Convention, Lakeland, FL.

May 7 - 8 - Aviation Conference and Trade Show, Anchorage, AK.

June 5 - 9th Annual AOPA fly-in and Open House, AOPA Headquarters, Frederick Municipal Airport, Maryland

July 16 - 18 - Schafer Meadows Annual Work Session.

July 28 - August 3 - EAA AirVenture Fly-in and Convention, Oshkosh, WI.

August 5 - 8 - MAAA Fly-in, Pogreba Field, Three Forks.

August 6 - 8 - Sixth Annual Splash In - Fly In, Stillwater Landing.

September 17 - 19 - Mountain Search Pilot Clinic, Kalispell.

October 21 - 23 - AOPA Expo '99, Atlantic City, NJ.

Flying Lesson

Santa Claus, like all pilots, gets regular visits from the Federal Aviation Administration, and it was shortly before Christmas when the FAA examiner arrived.

In preparation, Santa had the elves wash the sled and bathe all the reindeer. Santa got his logbook out and made sure all his paperwork was in order.

The examiner walked slowly around the sled. He checked the reindeer harnesses, the landing gear and Rudolf's nose. He painstakingly reviewed Santa's weight and balance calculations for the sled's enormous payload.

Finally, they were ready for the check-ride. Santa got in, fastened his seatbelt and shoulder harness, and checked the compass. Then the examiner hopped in carrying, to Santa's surprise, a shotgun.

"What's that for?" asked Santa incredulously.

The examiner winked and said, "I'm not supposed to tell you this, but you're gonna lose an engine on takeoff."

EAA Aviation Foundation Hosts Expanded Program Schedule

The dream of flight will come to life for young people through specialized youth aviation programs presented as part of the EAA Aviation Foundation's Air Academy 1999 summer programs.

The year's programs will include a mix of aviation and recreational activities for ages 12-18, divided into sessions according to age group. In addition, the Foundation offers work experience and internship programs for young people and educators.

This year, all education program participants will reside in the new Air Academy Lodge, adjacent to the EAA Aviation Center. This complete accommodation and dining facility allows participants to enjoy a complete aviation experience, with access to all EAA's resources.

Three of these programs are residence camps based at the EAA Aviation Center. Each will utilize the resources of the world's premier recreational aviation organization. The scheduled programs include:

- EAA Aviation Fun Camp (June 5-10; 12-17 and 19-24) are week-long programs designed to help kids 12-14 years old to explore the world of flight with a balanced mix of aviation studies and aviation-based recreational activities.
- EAA Aviation Experience Camp (June 26 – July 2 and July 6-11) offers 14 and 15 year olds a unique "fun and discovery" learning experience with hands-on instruction and supervision in fundamental aviation building skills.
- EAA Aviation Leadership Camp (July 13-18 and July 21 – August 2) continues the exciting summer aviation experience for 15-17 year olds that began in 1984. The Air Academy is an intensive look inside the world of flight, with hands-on experience in numerous building skills. The two-week session (July 21 – Aug 1) concludes with involvement in the annual EAA AirVenture Oshkosh, the world's premier aviation event.

EAA Air Academy internship programs for young people and adults offer opportunities to develop aviation skills while also using their talents in other areas. They include:

- The Cliff Robertson Airport Work Experience Program, an eight-week summer work experience for two young people and a young flight instructor/mentor. The program allows participants to work in an airport setting while obtaining flight instruction. The instructor/mentor has an opportunity to develop instructional skills in an aviation-rich environment.
- The Doolittle Raiders Internship provides a young certified flight instructor with summer work experience in support of the summer Air Academy, coordinating flight instruction and orientation flights for participants.
- The Sandberg/Petron Summer Internship offers aspiring aviation maintenance technicians an opportunity to develop their skills at EAA's Kermit Weeks Flight Research Center in Oshkosh.
- The Wittman Aviation Studies Grant provides the opportunity each summer to process and document the EAA Aviation Foundation's Wittman Collection while working and living at the Air Academy Lodge.
- The Timken Aviation Studies Grant is a summer position supporting documentation of women's roles in aviation, also while working and living at the Air Academy Lodge.

For more information or registration materials for the Foundation's education programs, call too free 888-EAA-EAA9 (888-322-3229) or 920-426-6815. You may also write to the EAA Aviation Foundation Education Office, PO Box 3065, Oshkosh, WI 54903-3065 or contact EAA's World Wide Web site at www.eaa.org. You may also e-mail the Education Office directly at education@eaa.org

Aviation Art Competitions

Montana Aeronautics Division Aviation Awareness Art Contest – Students in grades 1-12 are encouraged to participate. The contest is divided into three categories: grades 1-4; grades 5-8; and grades 9-12. The winner from each category will receive a plaque and certificate of achievement presented by the Governor, a career awareness tour of the Helena Regional Airport and a roundtrip flight from the winner's hometown to Helena for the winner and his/her parent(s). A grand prize for entrants 15-17 years of age will include paid tuition to attend the 1999 EAA Air Academy in July in Oshkosh, WI. Roundtrip airfare is included compliments of Northwest Airliens. Deadline for entries is April 12. Write to the Division or call 444-2506 for further information.

EAA Sport Aviation Art Competition - is underway with the Special Theme: People In Aviation. The contest is for adults and youth entrants. Artist should submit a 35mm slide of their work for preliminary judging. Entries must be submitted by April 29, 1999. For entry procedures and further information contact Joan Mueller, Registrar, at (920) 426-4877 or e-mail her at jmueller@eaa.org.

International Aviation Art Contest - theme this year is: Flying is Fun. Artwork size should be 11 x 17. Due to international criteria 8 ½ x 11 entries are not eligible. Artwork must not be framed, mounted or outlined with borders. Entries will be judged in 3 classes determined by the age of the entrant. Entries must be postmarked by February 15, 1999 and mailed to Montana Aeronautics Division, PO Box 5178, Helena, MT 59604. For further information and contest rules contact Jeanne Lesnik at (406) 444-2506.

Scholarship Reminder

Many organizations and individuals who believe in promoting aviation are offering monetary assistance to qualified persons. The Aeronautics Division assists in administering some of these scholarships and encourage participation.

Remember the following scholarships are available:

ALOA Scholarships
Aviation Appreciation Scholarship
Blue Goose First Generation Flight Scholarship
International Northwest Aviation Council
Montana Pilots Association Junior Pilot Award
Parrott Family Scholarship
99s Scholarship

For further information regarding any of the above scholarships, application forms and/or procedures contact the Montana Aeronautics Division at PO Box 5178, Helena, MT 59604 or call (406)444-2506. Don't delay as most applications must be received by February 2, 1999.

**MONTANA AVIATION CONFERENCE
FEBRUARY 25 - 27, 1999**

RAMADA COPPER KING INN - BUTTE

→NATIONALLY RECOGNIZED SPEAKERS→
→AVIATION INDUSTRY EXHIBITS→
→PANELS AND SEMINAR SESSIONS→
→TEACHER WORKSHOP SESSIONS→
→AVIATION CAREERS FOR STUDENTS→
→FAA QUESTION AND ANSWER SESSIONS→

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ALL-INCLUSIVE REGISTRATION + MEALS = SAVINGS!
THOSE WHO PREREGISTER WILL BE ELIGIBLE FOR A SPECIAL DRAWING!**

**ROOM RESERVATIONS: Rooms have been blocked at the Ramada Copper King Inn,
Comfort Inn & Super 8**

**MEALS: MUST BE reserved 48 hours in advance - Thursday Kick Off Luncheon must be reserved
prior to the Conference.**

**1999 CONFERENCE CO-SPONSORS
MAAA, MAMA, MPA, MONTANA AERONAUTICS DIVISION
TEAR OFF AND MAIL REGISTRATION TODAY**

+++++
MONTANA AVIATION CONFERENCE - FEBRUARY 25 - 27, 1999

Mail to:
Montana Aeronautics Division
P.O. Box 5178
Helena, MT 59604-5178

PLEASE TYPE OR PRINT

NAMES OF PARTICIPANT(S) (for name tags)_____

ADDRESS & PHONE_____

Your Organization Affiliation:
(choose one only for nametag)
MPA____ MATA____ MFF____
MAMA____ 99S____ MAAA____
EAA____ AMAA____ CAP____
MSPA____ OTHER_____

PLEASE MAKE THE FOLLOWING RESERVATIONS
NOTE: Meals tickets must be purchased 48 hours in advance.

TAKEOFF TO LANDING PACKAGE
(INCLUDES REGS. & ALL MEALS)
_____ @\$80/PERSON \$ _____
_____ @\$140/PERSON/SPOUSE \$ _____

-OR- REG. FEE _____ @ \$35/PERSON \$ _____
_____ @ \$45/FAMILY \$ _____
Thursday Luncheon_____ @ \$10 \$ _____
Friday Luncheon_____ @ FREE \$ _____-0-
Friday Irish Dinner/Music_____ @ \$10 \$ _____
Saturday Luncheon_____ @ \$10 \$ _____
Saturday Banquet_____ @ \$20 \$ _____

MAKE CHECKS PAYABLE TO:
MONTANA AERONAUTICS DIVISION

TOTAL: \$ _____

RESERVATION MUST BE MADE PRIOR TO THE CONFERENCE FOR THURSDAY LUNCHEON
REFUNDS MUST BE REQUESTED BY MARCH 19, 1999. NO EXCEPTIONS

Aviation Excise Tax or User fees?

“Enjoy your freedom” an article written by Phil Boyer the President of Aircraft Owners and Pilots Association (AOPA) expressed the freedoms of the flying population, for those of us that fly in the United States.

Phil Boyer, found that a U.S. citizen flying a French registered rented plane in France in the summer of 1998, needed a special certification. The airspace restrictions made the sightseeing of world-famous structures like the Eiffel Tower impossible. The user fees on an instrument rules flight (IFR) included charges for getting the weather information, flight planning and airport fees.

What is a user fee? User fees are payments made by individuals for services provided by the government that other members of society generally do not use. An example is, a pilot filing a visual flight rules (VFR) flight plan and being charged for that government service.

Our nation operates on an aviation trust fund that is fueled by aviation users through excise taxes on airline tickets, fuel and cargo. However, everyone in the nation feels the benefit of the aviation industry every day of the year.

In 1970, Congress established the Airport and Airway Trust Fund to be supported by taxes paid by aviation users. The aviation taxes in 1970: a passenger ticket tax at 10% of the cost of a ticket, a 6.25% cargo waybill tax, a \$6.00 international departure tax, a 15 cents per gallon tax on gasoline for piston-engine aircraft, and a 17.5 cents per gallon tax on general aviation jet fuel.

Who are some of the supporters of aviation user fees for the U.S.?

On February 2, 1998 the Clinton Administration released a fiscal year budget that included a tax increase and user fees for the entire aviation community. For FY99 (begins Oct. 1, 1998) the proposal was to maintain the current excise tax system and after that phase out aviation taxes including the tax on avgas and replace the tax with user fees. The goal of the Clinton Administration would be to be a 100% user fee-funded system by the year 2003.

John McCain (Republican from Arizona), Wendell Ford (Democrat from Kentucky) and Ernest Hollings (Democrat from South Carolina) with Senate Bill S.1239-“ Air Traffic Management System Performance Act of 1995”. The bill had user fee included in the summary; “Funds FAA through a system of user fees for air traffic control and other services, such as licensing, certification and training. The FAA would write the fee schedule and submit it to Congress. The fees would take effect automatically unless Congress disapproved them within 45 days. Each schedule would expire after three years. User fees would eventually replace the current system of excise taxes for funding the FAA”.

Who does not support user fees?

The Aircraft Owners and Pilots Association (AOPA) with the financial support of 330,000 dues-paying members does not support a user fee. Phil Boyer AOPA President position is, “With user fees, your contribution as a general aviation pilot to balancing the budget would increase every time you fly. You could pay every time you request a weather briefing or file a flight plan. You could pay every time you renew your medical, add a rating, or register an aircraft. As you can imagine, most pilots would pay much more in user fees than they do now in fuel taxes”.

Congress said no to user fees on July 31, 1997, when Congress extended the aviation excise taxes to the year 2008.

Some new user fees are in store for those of us that fly into Canada, as of March 1, 1999. Before November 1, 1996, air navigation services were provided by Transport Canada (a government agency) and funded mainly through the Air Transportation Tax (airline tickets and aviation fuel tax, similar to the U.S. aviation excise tax). Aircraft will be charged a basic user fee based on the weight of the aircraft beginning March 1, 1999. Additional user fees will be phased in over a two-year period. These fees include services for terminal airports (airports with control towers and or flight service stations), enroute charges for both overflights and flights which land or take off in Canada.



Pictured above another winning entry in the 1998 Aviation Awareness Art Contest. R. Jay Teeter is a 6th grader from Huntley Project School and received 2nd place in Category II - Grades 5-8. Entries for this years contest must be received by April 12, 1999.

VentureStar Undergoes Some Structural Changes

Lockheed Martin engineers have reduced the structural weight of the VentureStar, which would allow the proposed space shuttle successor to carry more payloads. A briefing by Lockheed Martin said the improved design would allow the company to maximize its trips and recoup its investments.

Four Montana sites – two near Great Falls and one each near Hardin and Glasgow – are vying with sites from 15 other states to land lucrative VentureStar spaceports.

Lockheed Martin officials also announced they are setting back meetings to brief the applicants on how good their initial proposals looked from January until March through April or May.

And instead of meeting for 90 minutes with each state, the company plans to meet individually with the advocates of each proposal. They'll rate the site and discuss what changes are needed to improve its chances.

Each of the two spaceports would employ up to 400 people directly and perhaps as many as 2,000 spin-off jobs in industries that would want nearby access to space launches.➔

EAA AirVenture '99 Features Tribute to Air Show Legends

Air show performers who have entertained millions of people will take center stage at EAA AirVenture Oshkosh '99 as the event features a Tribute to Air Show Legends at the 47th annual gathering. The event is scheduled for July 28 – August 3 at Wittman Regional Airport in Oshkosh.

EAA's salute will feature many of the world's finest performers showcasing their aerial talents each day during the afternoon air show. In addition, there will be special programs honoring the designers, aircraft, announcers and past performers who have made air shows one of America's most popular spectator sports.

Air shows have been a part of EAA's annual event since its first Convention in Milwaukee in 1953. Through the years the world's top civilian performers, as well as several military aerobatic teams, have performed at the event, which is known for having one of the most knowledgeable and appreciative audiences on the air show circuit.

The salute to air show legends at EAA AirVenture '99 will include ground displays, autograph sessions and other activities to bring together air show performers and contributors with aviation enthusiasts.➔

Lear 24D Arrives!

Exec Air Montana of Helena purchased a Lear 24D last month. John Maxness and Dan Norhton, Exec Air Montana owners, purchased the Helena FBO from Jeff Morrison of Morrison Flying Service on January 1, 1995. After completion of extensive simulator and flight training John and Dan have been FAA certificated and the Lear Jet is now available for charter.

Exec Air Montana currently operates a fleet of nine aircraft and employs 21 pilots, mechanics, linemen and management.

Services offered include aircraft charter, maintenance, fuel and hangar space. Exec Air Montana also provides contract work for the Federal Reserve Bank in Montana.

Next time your travels bring you to Helena stop by and say hello to Exec Air and check out the Lear.

Congratulations and best of luck to John and Dan of Exec Air Montana.



Dan Norhton and John Maxness owners of Exec Air Montana accept delivery of their new Lear 24D from Bill Bunch, aircraft sales broker.

AERONAUTICS MECHANICS SEMINAR

The Montana Aeronautics Division is pleased to announce the 1999 Mechanics Seminar/IA renewal will once again be held in conjunction with this year's Montana Aviation conference.

The dates for the conference are February 25-27, 1999. The Mechanics Seminar will be held on Friday February 26 and continue through Saturday February 27.

We will once again be offering six hours of training on Friday and a full eight hours of training on Saturday. This worked out well last year for those mechanics only wanting to attend on Saturday but still needing the training to update their IA for renewal.

Training on Saturday will feature two hours of FAA Regulations and Policy, and also Part 66 transition, that will qualify participating mechanics for the PHASE I Bronze FAA Aviation Maintenance Technician Award, as well as recertification for IA. Those mechanics choosing to attend the entire seminar will be eligible for the PHASE II Silver Award.

There will be no charge for attending the

Aviation Maintenance training. Those of you wishing to attend concurrent sessions associated with the Aviation Conference will need to pay the Conference Registration fee.

TENTATIVE SPEAKERS:

Larry Fleming - Velcon Filters
John Brant - Phillips 66
Scott Hofacker - Gage Products Co.
Paul Yedinak - Aircraft Finishing Systems
Tim Roehl - General Aviation Modification Inc.
Steve Reindel - Hartzell Propeller Company
Loren Lemen - Teledyne Continental Motors
Jim Van Gilder - Corrosion Technologies Corp.
Mitch Steinberg - Rocky Mountain Avionics
Craig Zirzow - Aircraft Technical Publishers
Marcia Ullal - Royal Lubricants Inc.
Jim Lonsdale - Pratt & Whitney Canada
Steve Jones & Staff - Helena FSDO

Make plans now to attend, to discuss and learn the latest in aircraft maintenance.

Cut Bank Gets Customs Agent

U.S. Senator Max Baucus announced a U.S. Customs agent was sworn in and will begin servicing the Cut Bank airport the first week of January. The agent will be in Cut Bank full-time so he will be able to report to the airport at any time.

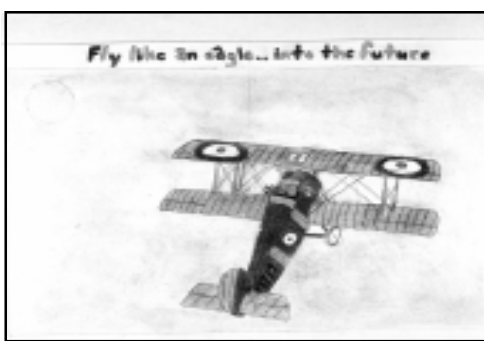
The Cut Bank Airport has been without full-time Customs service for too long," Baucus said. "The local economy and community have suffered. I am pleased that the Customs Service heard my arguments and decided to staff this port. It was the right thing to do."

The swearing in makes good on a promise the U.S. Customs Service made to Baucus saying that they would restore Customs service to the Cut Bank airport.

Under an agreement worked out between Baucus and the U.S. Customs Service last year, a Customs agent has been commuting from the Sweetgrass Station to the Cut Bank Airport in order to provide clearance to international aircraft landing there. While this arrangement provided Customs service to the Cut Bank area, the nature of the interim position made it imperative to schedule landing times in advance. With the new agent, the Cut Bank Airport can have Customs service at a moment's notice.



Third place Category I - Grades 1-4, Kayla Thompson 4th grader at Roy Public Schools.



Third Place Category II - Grades 5-8, Anna Schumacher 5th grader at Winans Elementary, Livingston.



Above, Cody Rochetto 11th grader at Butte Central High Schools 3rd place entry in Category III - Grades 9-12.

Bozeman Tower Update

On February 15, 1999, the Bozeman Air Traffic Control Tower is scheduled to be commissioned as an active control tower. The radio frequencies will be:

TOWER and CTAF	118.2
GROUND	121.8

Note: Until February 15, 1999, the Tower will be operating as a UNICOM and the frequency for CTAF is 122.7. After February 15, 1999 the UNICOM frequency will be 122.95.

Pilots should check with the GTF FSS for any current NOTAMS

1999 FIRC UPDATE

The Montana Aeronautics Division Flight Instructor Refresher Clinic will be held on February 5 & 6, 1999. There will be a change in instructors for this year's refresher clinic. Allan Englehardt is unable to make the clinic this year as he has just upgraded to Captain on the Boeing 777 for United Airlines and is undergoing rigorous training. We are fortunate to have Sandra Provenzano from Houston, TX., step in and take Allan's place.

Sandra holds an Airline Transport Certificate and is an active Gold Seal Flight Instructor with single engine, multi-engine and instrument ratings, in addition to the Advanced and Instrument Ground Instructor Certificate. She is also a Pilot Examiner and Aviation Safety Counselor.

Sandra spent fifteen years with Cruse Aviation, Inc., as Chief Flight Instructor, Chief Pilot, Director of Operations and Check Airman. She was also Chief Pilot and Manager of the Bergstrom Air Force base Aero Club in Austin, TX., as well as Assistant Chief Pilot for the Continental Airlines Pilot Development Program. Sandra is a published author, writing for several of the current associations and has worked with the Texas Aeronautics Commission and the American Bonanza Society as a Lecture and Proficiency Pilot.

See you on February 5th at the Aladdin Motor Inn at 1500 for registration the clinic will begin promptly at 1600.

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Jeanne Lesnik of Montana Aeronautics Division will present the Montana Air Search Observer Program along with a user-friendly training exercise of the Emergency Locator Transmitter (ELT). The Date is January 27th at 1:00 PM at Powder River High School in Broadus, MT.

For further information please call John Smith at (406) 436-2560.



**HAPPY
NEW YEAR!!!**



January 1999

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